

CLASSIFICATION <u>SECRET</u>		
COUNTRY <u>East Germany</u>	REPORT	
TOPIC <u>Wittstock Airfield</u>	25X1	
EVALUATION <u></u>	PLACE OBTAINED <u></u>	25X1
DATE OF CONTENT <u></u>		
DATE OBTAINED <u></u>	PREPARED <u>22 October 1954</u>	25X1
REFERENCES <u></u>		
PAGES <u>4</u>	ENCLOSURES (NO. & TYPE) <u></u>	25X1
REMARKS <u>This is UNEVALUATED Information</u>		

1. The following air activity and aircraft were observed at Wittstock airfield between 7 and 15 September 1954: 25X1

7 September. Twenty MiG-15s or U-MiG-15s were parked near the eastern hangar and 1 jet fighter near the western hangar. At 1430, a single-engine low-wing monoplane with radial engine landed. At 1630, 12 jet fighters were observed near the eastern hangars. 25X1

8 September. At 1400, 2 aircraft were parked near the western hangars, 16 aircraft near the eastern hangar, and 8 aircraft at the east end of the runway. At 1430, 2 jet fighters with auxiliary fuel tanks landed at the field. No other air activity was observed. At 1700, 6 jet fighters were parked near the eastern hangars.

9 September. No air activity was observed from the perimeter of the town.

10 September. No aircraft were observed aloft at 1330 and 1600.

13 September. At 1400, 8 aircraft were parked in front of the eastern hangars and 1 aircraft in front of hangar No 2. At 1445, one MiG-15 or U-MiG-15 took off and headed northwest. At 1630, 6 jet fighters were observed in front of the eastern hangars and 4 jet fighters at the eastern end of the runway.

15 September. At about 1330, 2 jet fighters with auxiliary fuel tanks took off. Aircraft Nos 1526 and 1527 were identified. Jet fighters observed at the field included 1 near the western hangars, about 8 near the eastern hangars, and the alert flight of 4 at the eastern end of the runway. Two jet fighters took off at both 1415 and 1445. At 1430, a twin-engine transport aircraft took off. This aircraft which had not been seen previously at the field landed at 1645. At that time, 20 MiG-15s or U-MiG-15s were counted at the field. 1

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2. No change was observed in the radar stations and radio installations at the field. The radio station south of Berlinchen was not tested. The previously reported set with an umbrella-shaped antenna located on a hill southwest of the field had rods about 1 meter long. These rods tapered from the ring upward. The radio and radar installations were not in operation. 2
3. The AA gun emplacements were unchanged. 25X1
4. Soldiers were engaged in construction work beyond the road to Alt-Daber opposite the airfield. Boards, beams and barked trunks arrived at the site. Bunkers were apparently being established since excavations were seen and sand arrived there. No construction activity above the surface was observed.
5. Vehicular traffic seen at the field included radio truck and vehicles
6. The following air activity and aircraft were observed at the field between 13 September and 1 October:
  - 13 September. After 1930, firing at towed sleeve targets was practiced.
  - 14 September. Throughout the day, there was air activity by MiG-15s or U-MiG-15s flying in elements of two.
  - 15 September. Elements of two jet fighters practiced flying during daytimes. After 1900, there was night flying activity by jet fighters. 25X1
  - 16 September. During the morning, jet fighters practiced flying individually and in elements of two. During the afternoon, there was no air activity.
  - 17 September. No aircraft were observed aloft.
  - 18 September. A MiG-15 or U-MiG-15 did aerobatics only during the afternoon. No other air activity was observed.
  - 19 September. There was no air activity.
  - 20 September. A single-engine high-wing monoplane took off during the morning.
  - 22 September. Throughout the day, individual flights were made by jet fighters. During the morning, 3 formations of 4 single-engine aircraft each flew in squadron wedge formation over the field heading toward the Gadow-Rossow bombing range. Shortly afterward, detonations, apparently caused by bombs, were heard from the direction of Gadow-Rossow. During the afternoon, a similar formation was seen flying in the same direction but no detonations were heard from the Gadow-Rossow area.
  - 23 September. Throughout the day, jet fighters practiced flying in formations of two and three. After 1900, firing at towed sleeve targets was practiced.
  - 24 September. Jet fighters practiced flying individually and in elements of two throughout the day.

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25. September. Individual flights were made by jet fighters during daytime.

26 September. No air activity was observed.

27 September. During the morning, jet fighters practiced flying individually and in elements of two. During the afternoon, there was no air activity. One of the aircraft observed flying during the morning had the upper and lower sides of its wing tips painted black to about one fifth of the entire wing. The aircraft was fitted with auxiliary fuel tanks and was identified while flying the last portion of a circle over the field. Except for the color markings which were observed for the first time, it was the same as the MiG-15s or U-MiG-15s previously observed.

28 September. Jet fighters practiced individual flying during the morning and firing at towed sleeve targets during the afternoon. During the firing practices at towed sleeve targets at an altitude of about 700 meters, only one MiG-15 or U-MiG-15 with the new color marking was observed, but no difference between this aircraft and the other jet fighters could be noticed.

29 and 30 September. There was no air activity.

1 October. During the morning, flights were made by individual aircraft and elements of two. During the afternoon, there was formation flying by 8 jet fighters with the new color marking. The aircraft flew in two formations of four side-by-side and landed about 1600. At about 1730, 20 jet fighters were parked at the field in the following arrangement: 3 jet fighters in 3 revetments in the northeastern corner of the field, 8 jet fighters, some of which were entirely covered with green tarpaulins while others had their noses or rudder assemblies covered, at the eastern end of the runway and on the runway; 5 jet fighters, without tarpaulins, south of the eastern end of the runway; 3 jet fighters in the revetments east of the hangars; 1 jet fighter in front of the workshops. Soldiers were seen near the 3 aircraft in the revetments in the northeastern corner of the field. The trap door to the earth wall was open. Additional shrapnelproof revetments were possibly located there but no details could be seen. 1

7. The following radio and radar installations were observed at the field on 1 October:

The inner low frequency landing beacon was still located south of the large lake in the eastern extension of the runway;  
An antenna, definitely a broom-shaped antenna, was on the roof of the last building in Berlinchen south of the Berlinchen-Dranse road.

The Token-type radar set was definitely observed at its old location on Rockstaedter Mountain;  
Two sets, one of Fishnet type and one of Kniferest type, were observed southwest of the athletic field;  
From a distance of about 400 meters, a set with an umbrella-type antenna and a truck were seen on the hill southwest of the field. This antenna had erroneously been reported as vase-shaped antenna in early March. 2

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8. On 1 October, 6 x 37-mm AA guns and 3 lighter AA guns were observed in the AA gun emplacement southwest of the landing field. Two sentries were posted in the area of the emplacements.
9. For some time, 3 shrapnelproof revetments, which were large enough for MiG-15s, have been observed in the northeastern corner of the field at the edge of the small woods. The earth walls were approximately as high as a rudder assembly. A trap door was seen at the front inside earth wall. There was a possibility that additional shrapnelproof revetments existed at this site, which, however, could not be observed.
10. After 20 September, it was inferred from locomotive noise that railroad cars were shunted to the field only after nightfall. The arrival of aircraft crates was not observed.
11. After its reconstruction the Red Mill Inn was occupied by Soviet dependents.
12. On 1 October, truck [ ] with a flap at the rear and occupied by EM and officers wearing black-bordered blue epaulets, moved to the field. 25X1
13. The following air activity and aircraft were observed at the field between 21 and 26 September: 25X1
- 21 September. There was no air activity. No aircraft were observed at the field except for the 4 alert aircraft.
- 24 September. Between 1130 and 1530, 4 MiG-15s or U-MiG-15s fitted with auxiliary fuel tanks took off and landed at the field at intervals of about 40 minutes. 25X1
- 25 September. At 0930, 11 jet fighters were parked in front of the hangars. 25X1
- 26 September. There was no air activity. 1
14. On 28 September, a column of 10 tank trucks [ ] proceeded toward Roebel. The column came from the direction of Wittstock. The tank trucks were full as was noted from the considerably compressed springs of the trucks and the fact that the gears were shifted on the slightest grade. 3 25X1
- Comment. Wittstock airfield is believed to be still occupied by a fighter regiment. Air activity was carried out along the usual pattern. The special color markings on the MiG-15s are connected with the maneuver, since no other differences were observed on the aircraft. 25X1
- Comment. The radio and radar installations have not been changed. The umbrella-type antenna had been believed to be a vase-shaped antenna in early March 1954. [ ] 25X1
- Comment. The tank truck column probably transported fuel for the units involved in the maneuvers. [ ] 25X1

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